



सीमाशुल्कप्रधानआयुक्तकार्यालय (एन. एस. -I)

OFFICE OF THE COMMISSIONER OF CUSTOMS (NS-I),

मूल्यनिरूपणमुख्य (आयात)/APPRAISING MAIN (IMPORT)

जवाहरलालनेहरूसीमाशुल्कभवन/JAWAHARLAL NEHRU CUSTOM

HOUSE, शेवा/SHEVA,

तालुका/ TAL-उरण/URAN, जिला/DISTRICT- रायगड/RAIGAD,

महाराष्ट्र/MAHARASHTRA-400707, (ई-मेल/email :

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फा. सं/F.N.:S/22-Gen-44/2017-18 AM(I)Pt. X

दिनांक /Date: - .04.2024

**दिनांक 28/03/2024कोसम्पन्न 'स्थायीव्यापारसुविधासमिति' (आयात) कीबैठककाकार्यवृत्त**  
**MINUTES OF THE MEETING OF THE PERMANENT TRADE FACILITATION**  
**COMMITTEE (IMPORT) MARCH HELD ON 28/03/2024**

The PTFC meeting held in physical mode on 28/03/2024 was chaired by Shri. D. S. Garbyal, Commissioner of Customs (NS-GENERAL) and attended by Shri Sonal Bajaj, Commissioner of Customs (NS-V), Shri Ashwini Kumar, Commissioner of Customs(NS-III), and Shri Sanjeev Kumar, Commissioner of Customs(NS-II).

2. The meeting was attended by the following members/participants of the trade: –

मसं./S r. No.	नाम(सर्वश्री/सुश्री/श्रीमती) Names (S.Shri/Ms./Mrs.)	(संगठन/संघ/पदनाम) Organization/Asso ciation
1	Ashish Pednekar	USIIC
2	Karunakar S. Shetty	MACCIA
3	Omprakash Agarwal	MACCIA
4	Dushyant Mulani	BCBA
5	Sanjeev Harale	BCBA
6	Vinayak Aparaj	BCBA
7	Ganpat P Korde	BCBA
8	Nimish Desai	WISA
9	Ashok Kumar Saini	BCBA
10	VirendreDeosthalee	CFSAI
11	Jacob Thomas	CFSAI
12	Rajasekhar R	UPL
13	V K Agarwal	MIRC Electronics



14	S Srinivas	CFSAI
15	Umesh Grover	CFSAI
16	Mayur Kapasi	BASF
17	Venkatram Narayanan	CFSAI
18	Paresh Vaivade	J M Baxi & MANSA
19	Bakshi MD Hanif	CSLA/MANSA
20	Sumit Tanwar	CFSAI
21	Shailendra R	MANSA
22	Deepak Vyavahare	Line MSK
23	Yash Varshan	CWC Dronagiri

3. विभागकीओरसेनिम्नलिखितअधिकारियोनेबैठकमेंभागलिया: -

Following Officers from the department attended the meeting: –

क्रमसं./ Sr.No.	नाम(सर्वश्री/सुश्री/श्रीमती) Names(Shri/Ms./Mrs.)	पदनाम Designation
1.	Prasanna V. Pattanashetti	Addl. Commissioner, Customs
2.	K.K. Prasad	Addl. Commissioner, Customs
3.	UshaNilkanthBhoyar	Joint CommissionerofCustoms
4.	I. Ramalingeswara Rao	Assistant Commissioner of Customs

Shri I. Ramalingeswara Rao, Assistant Commissioner of Customs, NS-I Commissionerate, JNCH, with permission of the Chair, presented the Agenda points pertaining to Imports.

4. **IMC केद्वाराउठायागयाकार्यबिन्दु /AGENDA POINTS RAISED BY IMC**

**कार्यबिन्दुसंख्या/POINT NO. 1 Lengthy process of filing Re-export Shipping Bill:**

The trade raised concern about the procedure to be followed for re-export of imported goods under Section 69 of the Customs Act, 1962. The stakeholders elaborated the various stages they have to go through which includes filing of warehouse BE, necessary permission from Import Bond Section and physical warehousing of goods at Customs Bonded Warehouse, shifting of goods from bonded warehouse to export yard and obtaining LEO thereafter. The stakeholders submitted that the above mentioned procedure takes almost 15 working days resulting in wastage of resources among other things.

The stakeholders requested for waiver of need for physical warehousing of the goods imported under Section 69 and permission for direct movement of the goods to the export CFS after OOC. The trade further informed that earlier there was a public notice under which waiver from physical warehousing was being given in some cases.



**प्रतिक्रिया/Response:** The stakeholders were informed by the Committee members that provisions of the Customs Act, 1962 are very clear in this regard. It was informed that Section 69 provides for export of warehoused goods without payment of duty. Further, Section 2(44) of the Customs Act, 1962 defines “Warehoused goods” as goods deposited in a warehouse and “warehouse” means a public warehouse appointed under Section 57 or a private warehouse appointed under Section 58 of the Act. Therefore, if the goods are not warehoused physically, the provisions of Section 69 would not be applicable. Further, there is no provision in the Customs Act, 1962 which allow waiver from physical warehousing for the goods imported for re-export under Section 69 of the Act. Further, regarding the public notice referred by stakeholders for waiver from physical warehousing, the same would be examined by with Bond Section of JNCH.

(Action- Bond Section, JNCH)

#### **5. BCBA के द्वारा उठाया गया कार्य बिन्दु / AGENDA POINTS RAISED BY BCBA:**

**कार्य बिन्दु संख्या/POINT NO.1.** The stakeholders informed that it is very impractical to call for the importer’s representative for examination for any Hazardous cargo. In case of any technical difficulty, they should be called and not otherwise. The provisions of JN Customs PN No 94/2017 should be upheld.

**प्रतिक्रिया/Response:** It was informed by the committee that whenever there is need of drawing sample from hazardous cargo for testing of hazardous chemicals, an expert is required to draw sample for safety concerns. Further, the custodians are requested make efforts to provide the services of an expert whenever sample is to be drawn from shipments of hazardous chemicals. **However, if the custodian is not able to provide an expert, the importer has to provide an expert.** The representatives of CFSAI and BCBA agreed to the solution. It was further informed that in any case, if the importer requires waiver from testing, the importers or CB may approach to the concerned commissioner for waiver and the same would be examined and decided by the concerned commissioner on the case-to-case basis.

(बिन्दु समाप्त/ Point Closed)

**कार्य बिन्दु संख्या/POINT NO. 2.** The stakeholders informed that TSK Counter is asking for submitting all the original documents for all shipments physically. TSK counter should take in cognizance the document uploaded in E-sanchit, namely BL, Invoice etc. All documents pertaining to Assessment under CAROTAR are uploaded in E-sanchit but TSK Counters are asking for submission of the same documents physically. The trade suggested that documents which are uploaded in E-sanchit should not be insisted for physical submission.

**प्रतिक्रिया/Response:** The Commissioner of Customs, NS III, JNCH informed that a Public Notice has been issued wherein the subject issue has been taken care of. It was further informed



that if any problem still exists, the same may be brought to the notice of the concerned Commissioner for resolution.

(बिन्दुसमाप्त/ Point Closed)

**कार्यबिन्दुसंख्या/POINT NO.3. Issues of AEM Mechanism:** The stakeholders raised concern that the AEM Mechanism was not working properly for past 10-15 days. It was further informed that trade is facing delay under FACELESS Assessment. The stakeholders requested to ensure that AEM mechanism restarts urgently.

**प्रतिक्रिया/Response:** It was suggested that whenever such problem arises the same may be brought to the notice of the concerned Commissioner of Customs/Additional Commissioner of Customs for referring the matter to the DG (Systems).

(बिन्दुसमाप्त/ Point Closed)

**कार्यबिन्दुसंख्या/POINT NO. 4.** It was informed by the stakeholders that in case of import of second-hand machinery, which are to be examined with the chartered engineer and such shipments are to be assessed by FAG officer on the basis of CE report and value loading is to be done if prescribed by CE. However, such BEs are being assessed by the FAG officers without loading value prescribed by the Chartered Engineer. The trade further informed that due to this issue, they have to do the procedure for recalling the BE and reassessment of the same which results in delay in clearance of shipments.

**प्रतिक्रिया/Response:** It was informed to the stakeholders that the NS V Commissionerate will look into this particular issue. The trade was also advised to bring such instances to the notice of the concerned Commissioner. It was also assured that whenever such issues are brought to notice, remedial action will be taken and the matter will be referred to the concerned FAGs to take suitable action and ensure that such issues do not arise in future.

(Action: NS V)

**कार्यबिन्दुसंख्या/POINT NO. 5.** The stakeholders informed that facility of online registration of goods by importer/Customs broker is available to them for first time registration of a shipment after filing of the BE. However, due to reasons like amendment etc., if the BE needs to be reassessed, the registration of the same needs to be done again for which they have to approach service center as the system does not provide the functionality of second time registration by the importer/CB after reassessment. Accordingly, the trade requested that they may be provided the facility for online registration by themselves after reassessment as well. It was also informed by trade that due to frequent error in filing IGM by NVOCCs/shipping lines and BL date error, they



have to resort to amendment and reassessment more frequently resulting in delay in clearance of shipments, increase in logistics cost and it also affects facilitation of shipments.

**प्रतिक्रिया/Response:** The chair informed that the matter will be brought to the notice of the DG (Systems). Further, the trade was also advised to take extra care while filing B/Es so that requirement of amendment and reassessment can be minimized and dwell time may be reduced. **The chair assured that SCMTR cell will be asked to issue an advisory for the NVOCCs/shipping lines to ensure correct entry of details while filing IGM and if the same is not complied with by the stakeholders, penalties will be imposed under SCMTR regulations.**

**(Action: SCMTR Cell, JNCH)**

**कार्यबिन्दुसंख्या/POINT NO. 6:** It was informed by the trade that after OOC, while obtaining delivery of the containers, a gate module has been provided for PO. Issuance of OOC online is to be checked by Gate PO while permitting gate out of the containers. It was also informed that several times the Gate POs are insisting production of hard copy of the document. It was suggested by trade that Gate PO should check the issuance of OOC online BE wise and permit the delivery as per SO No 32/2018.

**प्रतिक्रिया/Response:** It was informed that the subject issue will not figure in PTFC again and the same will be examined by Preventive (General) separately in consultation with the stakeholders and feedback from BCBA and other CFS association will be taken as to whether they are able to also ensure the free flow of the documents and the goods. **Accordingly, a separate meeting will be conducted on this issue with Preventive (General) and the POs will also be called for discussion to understand the ground reality and the problems being faced in checking online OOC at the time of delivery.**

**(Action: Preventive (General))**

**कार्यबिन्दुसंख्या/POINT NO. 7:** The stakeholders informed that the process of SVB registration is not carried out in timely manner and requested the same may be expedited.

**प्रतिक्रिया/Response:** It was assured to the stakeholders that it will be ensured that process of SVB registration is completed within prescribed time limit. It was also informed that sometimes the process gets delayed due to any discrepancies found in the SVB application filed by the importer/CB or some deficiency of documents/information required to be furnished by the importer in terms of the circular No.05/2016. The stakeholders were also advised to file the BE in advance in such cases and with all the required documents in compliance with the relevant circular so that the SVB process gets completed by the time the shipment arrives and they do not face any delay for SVB related issue after arrival of the goods. The stakeholders were advised that if the process is not completed within 03 days of submission of the application, the same



may be brought to the notice of the concerned commissioner and the matter will be taken on priority.

(बिन्दुसमाप्त/ Point Closed)

**6. CSLA के द्वारा उठाया गया कार्य बिन्दु /AGENDA POINTS RAISED BY CSLA:**

**कार्य बिन्दु संख्या/POINT NO. 1:** ICEGATE issues –The stakeholders informed that they are frequently facing following issues in filing of IGM/EGM on ICEGATE portal.

A. Earlier IGM/EGM files were getting processed within half an hour, but these days many a times files are processed after 6-7 hours only, sometimes beyond that also. The standard error messages are generated 15-20 times, thereafter the same files are processed without any error.

B. The delayed response of ICEGATE system is causing lot of difficulties in filing of supplementary IGM which is time bound process. The amendment in IGM prior arrival of the vessel requires two processes to be done i.e. Deletion & Addition. The deletion activity is done after few hours, thereafter when the amended line number is filed through additional entry option, the files are not processed before arrival of the vessel which is later treated as major amendment case by import noting department with no fault of shipping line. The various queries & documents requirement are raised and amendment is delayed for 7-10 days. Such ICEGATE issues needs to be considered and amendment should be allowed within a day.

C. Despite repeated follow up, many EGM acknowledgements have not yet been shared by ICEGATE. The EGM acknowledgment is not processed when EGM is filed before updation of sailing report by customs officer. In this case “G” error message appears. Earlier, if EGM was filed before updation of sailing report, initially “G” error used to appear and later on after sailing report was updated by customs officer, the EGM acknowledgement was processed and communicated to the respective shipping line on their registered email id. But these days EGM acknowledgement for such cases is not being generated.

D. Issues of Rotation Numbers Application Screen on ICEGATE Portal – The stakeholders informed that the t his issue was discussed in January PTFC meeting. They were informed that the matter has already been taken up with DG Systems for necessary action & early resolution at their end. It was informed that the IGM /EGM of the vessel could not be filed because correct vessel was not reflecting on ICEGATE. As requested earlier, the vessel name should auto populate on ICEGATE portal when IMO number is entered on the screen of rotation application. Presently there is no visibility whether new vessel details have been transmitted from NLP to ICEGATE or not.

E. ICEGATE Helpdesk team doesn't provide any resolution on the reported issues. The tickets are closed without any resolution. Helpdesk numbers keep ringing for half an hours, thereafter it



gets disconnected. They requested JNCH to consider point B and allow additional entry in case of ICEGATE issues within a day to avoid huge port storage & other charges. Also requested to arrange one meeting with ICEGATE team to find resolution on all above reported issues.

**प्रतिक्रिया/Response:** For all the above points raised by CSLA, it was suggested that all Shipping lines to file proper IGM with correct details so that these type of issues can be avoided. It was further advised that whenever such issues arise, the same may be brought to the notice of higher authorities and the issue will be flagged to ICEGATE immediately including ADG(ICEGATE) or Pr. ADG(ICES), if required, for early resolution of the same. Further, regarding the issue of addition/deletion for amendment in line no., it was informed that the amendment in the line no. falls under the category of major amendment and same is not a system issue. However, if it is observed that the delay in line no. amendment is on account of the system glitch, the same may be brought to the notice of the concerned commissioner immediately so that the matter may be referred to ICEGATE/Systems.

With respect to the issue pertaining to delay in submission of sailing report, the stakeholders were advised to meet **Shri K. K. Prasad, Additional Commissioner of Customs**, and discuss the same as the subject issue pertains to a specific section. The chair asked Shri K. K. Prasad, Additional Commissioner of Customs to examine the issue and find the resolution.

To conclude the concerns raised by CSLA, it was advised by the Chair that whenever such issues arise, the same may be brought to the notice of the concerned commissioner with all the details and after examining all the parameters, such issues will be taken up with systems for early resolution.

(बिन्दुसमाप्त/ Point Closed)

**कार्यबिन्दुसंख्या/POINT NO. 2:** **Examination procedure of LCL cargo marked suspicious by CSD (JNCH PN 25/2024)** –The stakeholders stated that one amendment is required in public notice 25/2024 which states that LCL shipment should always be declared as FCL in the original import manifest filed by the shipping line/agent. The shipping line/agents file manifest as per MBL details only. The MBL is further split up by Consol Agent in various HBL line numbers as LCL items. The import manifest for MBL filing by shipping line/agent will be declared as FCL in such cases. The consol manifest filed by the consol operator will show sub line items with various HBL details as LCL items. The customs system accepts LCL items if same container is declared in multiple BL Line numbers. In case of shipping line filing, the container may be declared in one MBL only which will be treated as FCL shipment. Accordingly, they requested JNCH to amend the same in public notice.

**प्रतिक्रिया/Response:** It was informed by the committee that the interpretation of the stakeholders in respect of the said public notice 25/2024 is not correct as the said public notice 25/2024 nowhere suggests that the LCL shipment should be declared FCL but otherwise. It was informed by the Chair that the shipping lines are erring by declaring LCL cargo as FCL while filing IGM and the same needs to be amended thereafter resulting in delay in clearance of shipments and



increase in dwell time. It was further informed by the committee that due to the above-mentioned discrepancy, such shipments are selected for scanning due to mismatch in data. **On the request of BCBA, the Chair advised them to bring such issues to the notice of the concerned commissioner so that suitable penal action will be initiated against NVOCCs/Shipping Lines who are not filing IGM correctly resulting in delay in clearance of shipments.**

It was further informed by the committee that in terms of Section 30 of the Customs act, 1962, the shipping line is solely responsible for filing IGM with correct details. **It was decided that a separate meeting will be conducted with shipping lines and all other stakeholders pertaining on this particular issue and efforts will be made to resolve the same. Also suitable penal action will be initiated, if required (ACTION by SCMTR).**

(बिन्दुसमाप्त/ Point Closed)

**कार्यबिन्दुसंख्या/POINT NO. 4: Scanning Issue:** Import ICD Containers are selected for Mobile & D scanning, One of the D scanner is outside the port gate. In order to avoid huge additional charges, presently Import ICD Containers marked for D-1 scanning (Outside the port area) are allowed for mobile scanning inside the port terminal in the working days. As D-2 scanning option is available inside BMCT terminal as well, The Import ICD Containers of other port terminal selected for D scanning should be allowed for D scanning at BMCT terminal. The tailor carrying scanning selected containers should be allowed to bring containers at D-2 scanning site at BMCT & vice versa through internal express / TP 3 road basis on SMTP /IGM hard copy document & customs scanning list. As per standard process the scanning stamp (CLEAR/ SUSPICIOUS) may be given on SMTP / IGM hard copy. This additional option will reduce at least two days of dwell time on weekends and assist faster evacuation of containers.

**प्रतिक्रिया/Response:** It was informed by the Commissioner of Customs, NS III that the said issue is under control of NCTC and the same needs to be discussed with NCTC with reference to any live case. Therefore, it was advised to the stakeholders that any such specific live issue may be brought to the notice of the Commissioner of Customs, NS III and the issue will be dealt accordingly. It was assured that after examining the case the same will be referred to NCTC with all the relevant details.

(बिन्दुसमाप्त/ Point Closed)

## **GENERAL COMMISSIONERATE**

### **I. AGENDA POINTS RAISED BY BCBA(Brihanmumbai Custom Brokers Association)**

- Insisting of additional documents at time for gate out of containers from CPP**

**प्रतिक्रिया/Response:** The matter has been covered under Export agenda points.



## **II. AGENDA POINTS RAISED BY CSLA (CONTAINER SHIPPING LINES ASSOCIATION)**

- 1. Issues in SCMTR child user registration** – This issue was discussed in the last PTFC meeting also. It was agreed that if the documents uploaded on ICEGATE portal is visible to officer, The same documents will not be asked to be submitted in hard copy. Further, The existing ICEGATE child user registration doesn't require any approval from location customs. The address proof only is asked for child user registration. Earlier no additional hard copy document was asked for child & parent user registration. The approval was given in 2-3 days only, but these days even for child user registration the additional fourteen documents (Application of child registration, A Board Resolution for the person to carry out SCMTR filing, Declaration regarding no proceedings pending against the child ID person, Self-attested Pan and Aadhar copy of the child ID, Education qualification and job profile of the person, Certificate of incorporation of company, Office address proof, Memorandum of understanding, Articles of association, Copy of Company Pan card attested by the directors of the company, Director DIN Copy from RoC, Copy of agency agreement with overseas agent, ITR of company for last three years, GSTR – Current year etc. ). As per SCMTR guidelines the registration process is a total online process and there is no need of any physical documents. As discussed in the last PTFC meeting, please direct the concerned department to approve SCMT registration basis on the documents available on the online portal.

**प्रतिक्रिया/Response:** The chair stated that if there is any specific case, the same can be brought to the notice of concerned higher authority. The matter will be examined and accordingly, a suitable action will be taken.

- 2. Shifting of abandoned import cargo into a domestic container** – This issue was discussed in PTFC meeting held in January 2024, It was informed by the chair that the DC Dock will permit such transfer of cargo in a domestic container on the basis of the NOC from the concerned investigating agency or groups if any. One of our member companies & their cfs "GLOBICAN CFS" had approached DC Docks , Even after showing minutes of PTFC meeting the request of transfer of cargo in domestic containers was not accepted. We request your good office to direct concerned docks officers to allow such transfer of cargo to enable shipping lines to utilize EXIM containers for export purposes.

**प्रतिक्रिया/Response:** The Chair stated that the issue has already been discussed in earlier meeting. If there is any specific case, the same can be brought to the notice of concerned higher authority.



## EXPORT COMMISSIONERATE

### **III. AGENDA POINTS RAISED BY BCBA (Brihanmumbai Custom Brokers Association)**

#### **1. SCOMET Objections**

In the cases where end product is exported is not covered under SCOMET list and the Exporter is also functioning a Non SCOMET declaration to the effect, several instances have been brought to the notice wherein the consignments are being held up at the time of export processing demanding for SCOMET licences.

**Suggestions:** In the cases where the item that is being exported is not coming under SCOMET List and exporter is providing the Non SCOMET declaration, export consignments should not be held up.

Also, there have been instances reported where consignments are kept on hold when certain raw materials of the finished product are covered under SCOMET. We seek your help in informing field formations to process shipments based on guidelines issued in the SCOMET Appendix 3 for trade facilitation.

**प्रतिक्रिया/Response:** The Chair stated that DGFT is the proper authority with reference to the SCOMET items. In case of doubt, it is advised to get clarification from DGFT well in advance prior to filing the shipping Bill. If there is any specific issue, the same can be brought to the notice of ADC/JC –Export or concerned higher authorities.

#### **2. Re-Export of Goods Under Sec 74 Shipments**

With regards to Re-export Shipments under Sec-74, it is been brought to notice of the association that the Shipment are held up for Test results.

We request you to continue the Procedures laid down in PN 78/2017. As per Para 4.2 and 4.3 for Sec 74 Shipments, Allow Shipment on basis of Sample drawn for Test and not to wait for Test results, as the Duty refund is eligible after Test results only.

**प्रतिक्रिया/Response:** The Chair stated that there is only few such cases wherein it is difficult to establish the identity of the goods, not a large number of cases. Still, if there is any specific issue, the same can be bring to the notice of JC/ADC-Export or concerned higher authorities.

#### **3. Insisting of additional documents at time for gate out of containers from CPP**

We would like to bring to your kind notice that Centralised Parking Plaza is insisting on following additional documents for gate out of containers from the CPP. The documents insisted are as below:

- 1) In-gate Receipt
- 2) Custom LEO Copy
- 3) Form 13
- 4) Empty Tractor trailer weight Receipt



We would like to bring to your kind notice that the above is against the process laid down in JN Customs PN No 78/2018 dated 11.5.2018.

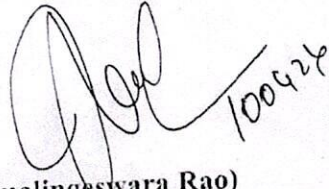
Para 5 of PN NO 78/2018 states that:

*"5. After LEO, Preventive Officer at 'Out Gate' of the Parking Plaza will give clearance in Terminal Operating System (TOS) for particular vessel, on a separate PC after verifying the 'LEO granted' by Superintendent of Customs."*

Sir, based the above mentioned PN, containers are allowed outside the CPP only after due verification of all the documents (including Gate Slip, Form-13) and checking of LEO in the system by the concerned Gate PO. Hence, the insistence of above documents additionally at the time of Gate out of containers is not only increasing the dwell time but also the waiting period of the containers in the CPP which can also lead to increased congestion in the CPP and missing of the designated vessel. We request you to take up with the concerned authorities for integration of data from the Custom ICES system with the CPP & other custodians for further strengthening of the process. In view of Govt. endeavour for Ease of Doing Business and to reduce the dwell time for clearance and transaction cost, we request you to kindly instruct the CPP Operators to follow the process laid down in the above referred PN in larger interest of EXIM trade at JNCH.

**प्रतिक्रिया/Response:** The Chair stated that that the decision has been taken on the basis of certain instances and inputs from investigating agency to make sure that no container moves out of CPP without BTT permission, LEO or other necessary permission from the customs. If there is any specific issue faced by the exporter, the same can be brought to the notice of concerned higher authorities.

7. The meeting ended with a vote of thanks to the Chair.
8. This issues with the approval of the Commissioner of Customs, NS-I.
9. Any amendments to these minutes be provided within the next five working days.
10. Minutes are placed on the JNCH website and also sent through emails to the members.



(I. Ramalingeswara Rao)

स.आयुक्त,सीमाशुल्क/Asstt. Commissioner of Customs,  
मूल्यनिरूपणमुख्य(आयात)/Appraising Main (I),  
जे.एन.सी.एच.,न्हावाशेवा/ JNCH, Nhava Sheva.



**सेवामें /To,**

पी.टी.एफ.सी. के सभी सदस्यों को ईमेल के माध्यम से /All the Members of PTFC (through email)

**प्रतिलिपि/Copy to : (ईमेल के माध्यम से)**

- 1) मुख्य आयुक्त, सीमा शुल्क, मुंबई अंचल-II/Chief Commissioner of Customs, MUM Zone-II;
- 2) प्रधान अपर महानिदेशक, करदाता सेवामहानिदेशालय, मुंबई/The Principal Add. Director General, Directorate General of Tax Payers Services, Mumbai Zonal Unit, room No 138/139, New Custom House, Mumbai-400001 ([mzu-dgtps@gov.in](mailto:mzu-dgtps@gov.in));
- 3) लोकपाल, अप्रत्यक्षकर, मुंबई/The Ombudsman, Indirect Taxes, Mumbai;
- 4) सीमा शुल्क आयुक्त, मुंबई अंचल-II/ Commissioner of Customs, Mumbai Zone-II;
- 5) सभी अपर/संयुक्त आयुक्त, जेएनसीएच, न्हावा शेवा /All ADCs/JCs JNCH, Nhava Sheva;
- 6) सभी उप/सहा. आयुक्त, जेएनसीएच, न्हावा शेवा /All DCs/ACs JNCH, Nhava Sheva;
- 7) सहा/उप आयुक्त, ईडीआई,  
जेएनसीएच, न्हावा शेवा को अविलंब वेबसाइट में अपलोड करने के लिए/AC/DC, EDI, JNCH, Nhava Sheva, for uploading in JNCH website;
- 8) कार्यालय प्रति/Office Copy.